

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons Captain H. D. Jones.
 "POWAN," 2,338 " G. F. Morrison, R.M.R.
 "FATSHAN," 2,260 " R. D. Thomas.
 "HANKOW," 3,073 " C. V. Lloyd.
 "KINSHAN," 1,995 " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons Captain W. E. Clarke.
 Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays at Noon.
 Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

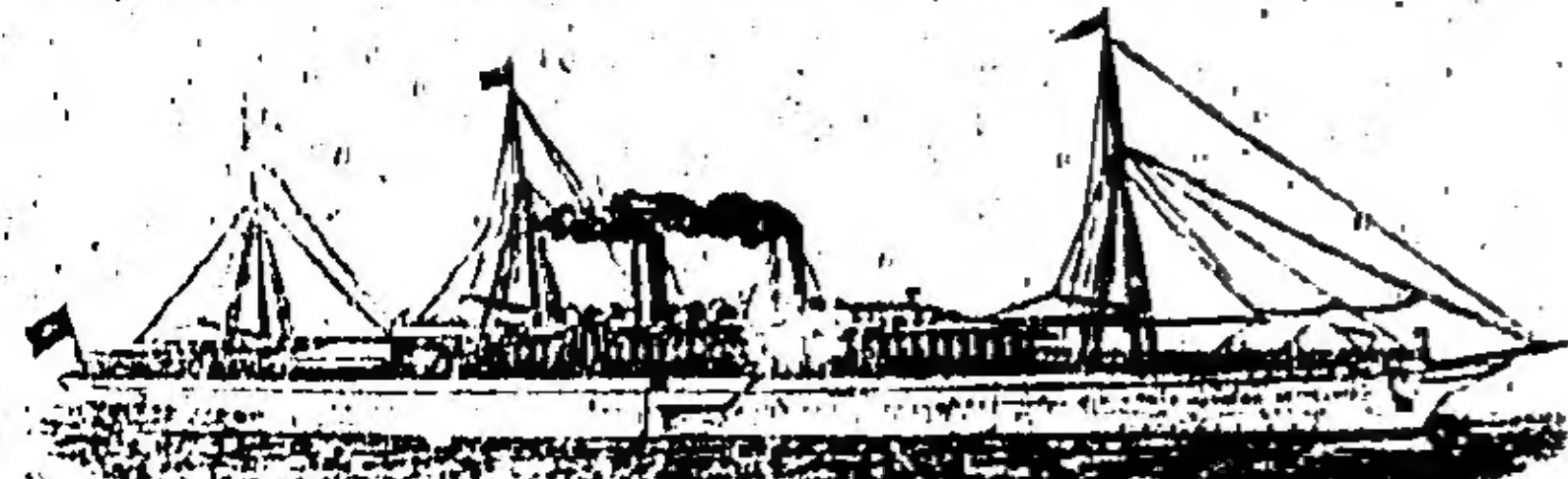
S.S. "SAINAM," 588 tons Captain W. A. Valentine.
 "NANNING," 569 " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., calling at Yunk, Mahing, Kunchuk, Kaitong, Samshui, Howlik, Shu-Hing, Luk-Po, Luk-To, Lu-Ting-Hui, Tai-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow, Single \$15.00. Return \$25.00.
 Canton to Tak Hing Single \$12.50. Return \$21.00.
 Canton to Samshui Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.
 Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
 (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
 SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.
 PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamers.	Tons.	Commanders.	Sailing Dates.
R.M.S. "EMPEROR OF CHINA,"	6,000	R. Archibald, R.M.R.	WEDNESDAY, 18th Oct.
"ATHENIAN,"	7,140	S. Robinson, R.M.R.	WEDNESDAY, 1st Nov.
"EMPEROR OF INDIA,"	6,000	E. Beetham, R.M.R.	WEDNESDAY, 15th Nov.
"TARTAR,"	4,425	V. Davison, R.M.R.	WEDNESDAY, 29th Nov.
"EMPEROR OF JAPAN,"	6,000	I. Pybus, R.M.R.	WEDNESDAY, 13th Dec.

Hongkong to London, 1st Class Via St. Lawrence £60. Via New York £62.
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40. " £42.

THE magnificent Twin-screw "EMPEROR" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VAN COUVER (B.C.) in 12 DAYS, and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
 R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.
 Passengers booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.
 For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to
 "Hongkong, 20th September, 1905." Corner Pender Street and Praya, opposite Blake Pier. (10)

HAMBURG-AMERIKA LINIE. (FABRIKATIONER DIENST).

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OLYMPIA, DUNDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

STEAMERS.	DESTINATIONS.	SAILING DATES.
SLAVONIA	HAVRE, BREMEN AND HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	18th October. Freight and Passengers.
SEGOVIA	HAVRE AND HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	1st Nov. Freight.
BENEGAMBIA	HAVRE AND HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	15th Nov. Freight.
C. FERD. LAEISZ	HAVRE AND HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	About 29th Nov. Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by Electricity. Duly qualified Doctors are carried.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE,
 No. 1, Queen's Buildings.

Hongkong, 9th October, 1905.

D. NOMA, TATTOOER, 60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Price Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
 Hongkong, 10th November, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
 SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA
 ANTWERP, BREMEN/HAMBURG;
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
 Also
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
 AND SOUTH AMERICAN PORTS;
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
 and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
BAVERN	WEDNESDAY, 12th October.
ZIERN	WEDNESDAY, 25th October.
PRINZESS ALICE	WEDNESDAY, 8th November.
SACHSEN	WEDNESDAY, 22nd November.
PRINZ REGENT LUITPOLD	WEDNESDAY, 6th December.
PRINZ HEINRICH	WEDNESDAY, 20th December.
PRINZ BITEL FRIEDRICH	WEDNESDAY, 3rd January, 1906.
GNESSEN	WEDNESDAY, 17th January.
ROON	WEDNESDAY, 31st January.
PREUSSEN	WEDNESDAY, 14th February.
ZIERN	WEDNESDAY, 28th February.
PRINZESS ALICE	WEDNESDAY, 14th March.
SEYDLITZ	WEDNESDAY, 28th March.
PRINZ REGENT LUITPOLD	WEDNESDAY, 11th April.

ON WEDNESDAY, the 11th day of October, 1905, at Noon, the Steamship *BAVERN*, Capt. H. Förmes, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 9th October, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 10th October, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 10th October. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement. The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFFEN, HERBERTSHOEHE, MATUPI, SAMARAI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	Tons.	SAILING DATES.
PRINZ WALDEMAR	3,227	TUESDAY, 17th October.
PRINZ SIGISMUND	3,302	TUESDAY, 14th November.
WILHELM	4,762	TUESDAY, 12th December.

ON TUESDAY, the 17th October, 1905, at Noon, the Steamship *PRINZ WALDEMAR*, Capt. C. Woltemas, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE. DIRECT FOR YOKOHAMA AND KOBE.

FOR	STEAMERS	ABOUT
YOKOHAMA & KOBE	"PRINZ SIGISMUND"	TUESDAY, 24th October.
SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA	"SACHSEN"	WEDNESDAY, 25th October.

* Reaching Yokohama in less than 6 days.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 10th October, 1905.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON-KAUKONG LINE.

S.S. "TAK HING" and S.S. "HONGKONG."

SAILING EVERY EVENING AT 7 P.M. (SATURDAY EXCEPTED). THE ROUND TRIP OCCUPIES 36 HOURS.
 THE steamers pass through the silk producing districts, and afford a splendid opportunity for passengers to see the Southern part of the Canton delta.
 Fare for the Round Trip \$12

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 51 DAYS.
 THE steamers sail from Hongkong to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.
 Fare for the Round Trip \$30

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—
 BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.,
 HONGKONG.

Hongkong, 5th July, 1905.

Hotels.

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 10th May, 1905.

THE ORIENTAL HOTEL, MACAO.

THE above Hotel situated on the PRAYA GRANDE, will be opened on SATURDAY, 26th September, under the Management of J. SANTOS, late of Macao Hotel.

There is splendid accommodation for Visitors, the Rooms being the largest and lightest in the Colony. The BILLIARD TABLE which has been purchased from the Hon. Wei Yek is the best in the Far East, and is practically new. SPIRITS and WINES of the best quality. CUISINE—Excellent.

For Terms, &c., apply to—

MANAGER.

Macao, 25th August, 1905.

For Sale.

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

Price \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 11th January, 1905.

FOR SALE.

INCANDESCENT, Gasoline, Lamps of all descriptions from the best makers.
 Incandescent Mantles, Chimneys, Globes, Shades, &c., for Gasoline and Gas Lamps at the most moderate prices.
 Lamps fixed up for Buyers free of charge.
 Napkins of the best kind kept in stock.

TAT KWONG CO.

56, Lyndhurst Terrace.

Hongkong, 10th November, 1905.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.5 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

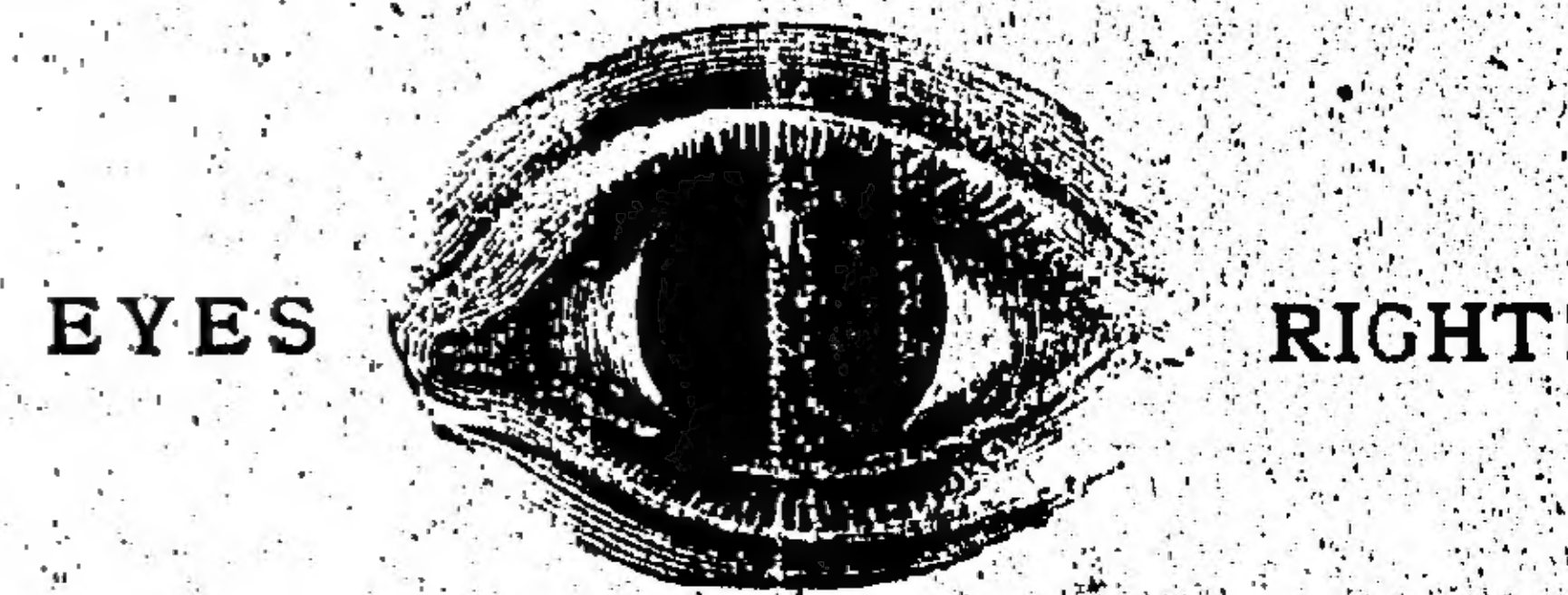
The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 508, or 681

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.
 Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

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EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 10, D'AVIGLIER STREET, HONGKONG.
 (One Minute's Walk from the Post Office).

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Effective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.
 Hongkong, 24th March, 1904.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,
 COAL AND PROVISION MERCHANTS,
 NAVAL CONTRACTORS
 AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,
 ST. GEORGE'S BUILDING,
 HONGKONG.
 SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTEN'S GENUINE
 COMPOSITION RED HANI
 BRAND, HARTMANN'S GREY PAINT
 DAIMLER'S PATENT MOTOR
 LAUNCHES, &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM
 and
 P. & O. SPECIAL LIQUOR SCOTCH
 WHISKY, &c.

EVERY KIND OF
 SHIPS STORES AND REQUISITES
 ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 7th March, 1905.

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Regd. Brand

HARRIS, CALNE & WILTS-England.

REPRESENTATIVES FOR HONGKONG & CHINA.

HOWARD & Co.,

50, Queen's Road Central, Hongkong.

Hongkong, 19th May, 1905.

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THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER.

41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS, and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS, ALWAYS ON HAND.

PRICES VERY MODERATE.

Hongkong, 10th September, 1905.

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HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED, IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m.	7.30 a.m.	Every 30 minutes.
7.30 a.m.	8.00 a.m.	Every 10 minutes.
8.00 a.m.	8.30 a.m.	Every 10 minutes.
8.30 a.m.	9.00 a.m.	Every 10 minutes.
9.00 a.m.	10.00 a.m.	Every 15 minutes.
10.00 a.m.	10.45 a.m.	Every 15 minutes.
10.45 a.m.	1.15 p.m.	Every 10 minutes.
1.15 p.m.	1.45 p.m.	Every 15 minutes.
1.45 p.m.	2.00 p.m.	Every 15 minutes.
2.00 p.m.	3.00 p.m.	Every 15 minutes.
3.00 p.m.	6.00 p.m.	Every 15 minutes.
6.00 p.m.	6.30 p.m.	Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m.	9.00 a.m.	Every 15 minutes.
9.00 a.m.	9.30 a.m.	Every 30 minutes.
9.30 a.m.	10.30 a.m.	Every 10 minutes.
10.30 a.m.	11.00 a.m.	Every 10 minutes.
11.00 a.m.	1.00 p.m.	Every 10 minutes.
1.00 p.m.	2.00 p.m.	Every 15 minutes.
2.00 p.m.	3.00 p.m.	Every 15 minutes.
3.00 p.m.	7.00 p.m.	Every 15 minutes.

NIGHT CARS on Week Days.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company Office, ALBION BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, Liquidators.

Hongkong, 19th July, 1905.

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THIS "DWARF" RAZOR, has superseded the old fashioned clumsy Razor, and by its use Shaving becomes a pleasure. It is manufactured in Sheffield, England, from a special amalgam of steel which makes imitation impossible, and in consequence it enjoys the largest sale of any Razor in the World. Thousands of Testimonials testify that the little "MAD" is the best shaving implement ever produced.

Will be mailed to any address on receipt of the price (\$2), post free.

To be obtained from THE MUTUAL STORES, WATKINS, LIMITED, and all first-class stores in the Colony.

Sole Agents for Far East, HOWARD & Co., 20, Des Voeux Road Central, Hongkong.

Agents wanted in every port.

For particulars and terms, apply to—

HOWARD & Co.

Hongkong, 14th November, 1904.

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MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF 10th ROOM, 10, HONG KONG STREET.

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Intimations

Hongkong, 7th October, 1905.

for any PAPER, or old ENVELOPES to be made
into books for the Children of the Poor School
who are taught by the Sisters.

A few seconds later, while the crowd stopped hushed with awe and terror, a crashing detonation cracked the atmosphere and drove the crowd into panic. A single scream from the thick of the crush had preceded the crash, and that was from Baldwin's wife, who then fell to a faint.

Don't let me hear — **Never**

Acting Superintendent
Hongkong, 31st October, 1905



Intimations.



A. S. WATSON & CO., LIMITED.

WINE & SPIRIT MERCHANTS,

HAVE BEEN APPOINTED AGENTS

FOR MESSRS.

ROBERT PORTER & CO.,

BOTTLED BY THE FAMOUS

BULL DOG BRAND

RASS ALE, GUINNESS STOUT,

AND

LIGHT ALES.

PRICES:

PER CASE

"BULL DOG" Bass Ale	12 doz. ptes. \$15. Per doz. ptes. \$3.25
"BULL DOG" Light Ale in Champagne Bottles (specially brewed for this climate)	4 " ptes. \$18. " " ptes. \$4.50
"BULL DOG" Guinness Stout	8 " ptes. \$24. " " ptes. \$3.00
"BULL DOG" Guinness Stout	12 " splits \$27. " " splits \$2.25
"BULL DOG" Guinness Stout	8 " ptes. \$24. " " ptes. \$3.00
"BULL DOG" Guinness Stout	12 " splits \$28. " " splits \$2.33

A. S. WATSON & CO., LIMITED.

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

Hongkong, 23rd September, 1905.

\$16.00

WILL BUY A CASE

GREGOR & CO.'S

IMPERIAL

HIGHLAND

WHISKY.

NOT ONE OF THE BEST,

BUT

THE BEST!

GREGOR & Co.,

34, QUEEN'S ROAD CENTRAL.

Hongkong, 15th June, 1905.

On 1st October, at Chelso, the wife of G. SMITH, of a son.

MARRIAGE.

On 2nd October, at Shanghai, LILIAN ALICE, daughter of James Park, of Melbourne, to HENRY EDGAR, son of the late Thomas R. Kingston, of Melbourne.

The Hongkong Telegraph

HONGKONG, TUESDAY, OCTOBER 10, 1905.

THE Y.M.C.A.

After a very lengthy interval of silence, the Committee of the Young Men's Christian Association have at last condescended to reply to what they term the "scurrilous" and "rancorous" remarks—although we are certain the majority of our readers will scarcely endorse these terms—which have been made in this column regarding the working of the Association. The Committee do not, deign to answer *seriatim* the statements we made on the questions with which we dealt, holding that the real "charge" against the members of the Society is that they have "deliberately decided to exclude from their membership certain classes, namely, non-Europeans and Service men." According to the statement, which we publish elsewhere in this issue, the Association consists of 160 members, 80 of whom are righteous individuals, while the other 80 are free-lances, nomadic persons who do not claim to belong to any church. Of the first 80, thirteen compose the Committee of Management, which takes the credit for all the transactions that have served to evoke the criticism of those who are interested in the welfare of the Association. It should be understood, in the first instance, that whatever we have said against the operations of the Y.M.C.A. has been said in a spirit of good-will and friendship. The Y.M.C.A. is an admirable institution, which has proved a boon to many a young man in the United Kingdom and America. Its aims and objects in the West are irreproachable; it has the sympathy of the entire community, and any criticism that has arisen with reference to the Hongkong branch has been the outcome of a spirit more of sorrow than of blame. In the first place, then, when we suggested that class distinctions were being fostered within the Association we were stating a fact which was admittedly a regrettable feature of the Hongkong branch. It is not denied by the Committee themselves that class distinctions—or as it is euphemistically described "certain limitations to membership"—have gained the support of those responsible for the management of the organisation. And the amazing plea is put forward that probably each one of the 80 who are church-goers and Christians is actuated by a certain amount of class prejudice. In the case of a society which designates itself as the Young Men's Christian Association this admission of fallibility and weakness is at least creditable as an evidence of sincerity, although it is an unworthy stain on some of the members. For we are absolutely convinced from the results of the meetings lately held behind locked doors at the Y.M.C.A. this spirit of exclusion is not generally shared. The very fact that a meeting of members specially convened to discuss the question of whether Service men—the wearers of His Majesty's uniform—should or should not be admitted to membership was of the opinion by a large majority that they should be admitted indicates clearly that class distinction is not the fetish of the members generally, if it be one of the special tenets held by the Committee of Management. Then again on the question of the admission of non-Europeans, can the Committee of Management honestly lay their hands on their hearts and declare that the Association is absolutely free from the non-European element? Of course they cannot. Any non-European, we venture to think, who has the advantage of influence or position will find his way to membership—and good luck to him. So that on the point that non-Europeans are not admitted to the Y.M.C.A. we would submit that the Committee of Management have failed to make out a good case. Why do they not say at once that non-Europeans or non-anybody else will be admitted provided they can obtain the support of a few of the leading members of the Committee? For that is what it amounts to, and we defy the Committee to deny it. After all there are many non-Europeans whose society and intellect are quite on a par with some of the European members. There are no doubt many objectionable non-Europeans, but who will dare to say that all Europeans in Hongkong are such delightful companions and bear such immaculate reputations that they would be entitled to admission to any institution? Moreover, members are elected by ballot. If the Committee desire to exclude any candidate for admission they have only to exercise their privilege of the poll. Many a young man who has been born in Hongkong—and that would seem to be a misfortune to plague their whole lives in the eyes of the Committee—has been approached on the subject of joining the Y.M.C.A.,

but he has refrained from pushing his claim. No doubt Australians, Canadians, West Indian creoles and all the rest of our kindred beyond the seas would be equally ineligible in the same circumstances because they did not happen to be European. Oh blessed word! The wisdom of the Hongkong Y.M.C.A. has evolved in the word "European" a modern equivalent of that blessed term "Mesopotamia," and roll it round their tongues with equalunction. Yet these very same non-Europeans, most of whom would doubtless fancy themselves the equal of Europeans generally, those very same Japs, for example, who are honoured by our King, would be readily admitted to any Y.M.C.A. in the United Kingdom, if not in America. But then only the aristocracy of Great Britain come to Hongkong to earn a livelihood—and to complain that they cannot live on their incomes—and they could not demean themselves by associating with lesser mortals. It is a sad commentary on the ways of the Far East to-day. The associates, those inconspicuous negligible people who don't go to church and profess nothing, are not responsible for anything done at the club. One can imagine the stinging attack which a member might make on an associate who attempted to influence the Y.M.C.A. "Who is that speaker," a member would trenchantly remark. "Only an associate, a Philistine, in the camp, a nonentity, a presuming nondescript." And the poor associate would be squeezed once and for all. But these associates, we are told, join on account of the club features of the Hongkong Y.M.C.A. It would be interesting to learn what those club features have been in the past. A billiard room, with perhaps a single table, a reading room with a few magazines and newspapers, a library with some standard authors represented in it, and a balcony, where they may listen to the strains of the Hongkong Hotel band on Saturday nights. There is or was a swimming club, and perhaps there were other features of abounding virtue not known to the public; if there were, we may be quite sure that they were all "extras," and "extras" which could be taken advantage of by outsiders who had not paid the initial fees. The system in vogue at the Y.M.C.A. is vaguely described as the "metropolitan plan." Taking the word "metropolitan" to mean towns such as New York, Boston, London or Manchester, is it not absurd to precipitate such a system upon a tiny spot in the Far East, where the conditions are so entirely different? If they had said they followed a "cosmopolitan plan" one could have understood it; but preserve the Hongkong Y.M.C.A. from the rabble, the non-European Christians. Of course, there is a Chinese Y.M.C.A. here, and it is admirably conducted. But just as all Chinese might not care to rub shoulders with each and every European who traced his origin to the purlieus of Soho, or the alleys of Montmartre, so every non-European might not desire to come into contact with Chinese with whom he had no interests in common, and for whom association and good fellowship would be impossible on either side. It is all very well to say that the backers of the Y.M.C.A. have told the Committee of Management to move with caution. The Committee have moved with such an excess of caution that they have never succeeded in paying their way. They have charged a big entrance fee, a comparatively large monthly subscription, and have determined that all the so-called "club features" should be considered as "extras" and paid for accordingly, yet there is no money in the venture. Month after month the backers have found that as the result of this wonderful caution they were called upon to pay but sums from the guarantees they had offered. Would it not be wiser if the Committee of Management showed some enterprise instead of so much caution? We submit the idea with all diffidence. And now as to the Service men who applied for admission. Kipling has written of the people who speak of the "thin red line of creoles" in time of war and can only find contemptuous phrases for the soldiers and sailors in the piping times of peace. Of course, peace prevails to-day and we have no use for the "soldiers of the King" or the men of "the King's Navy." Perhaps the soldier is himself to blame, for was it not a soldier who said to a black water-carrier "You're a better man than I am, Gunga Din"? But, seriously, is it not to the credit of these soldiers that they should have desired to join an organisation such as the Y.M.C.A. even if it were the Hongkong branch conducted on the metropolitan plan? The entrance subscription is not a light one, and much self-denial must have been represented in the saving of the money required; for a soldier's pay is small and his needs great. Now we are told that Service men will be admitted. And here follows the extraordinary words—"And any persons who might apply." What does that mean? May we take it that after all the Committee of Management have seen the error of their ways and that non-Europeans are actually to be admitted? If that

be the real explanation then all we have said of the Hongkong Y.M.C.A. is withdrawn, our contention for an "open door" policy has been accepted and acted upon, so that the main grievance we voiced against the Y.M.C.A. is cleared away. Still the introductory paragraphs extending over a column do not lead to that halcyon view; the sentence which states that "any persons who might apply" will be admitted, comes with a rush at the very end of the Committee of Management's statement, without point or flourish. Perhaps we have been over-strenuous in appealing to the better instincts of the Committee of Management, but at any rate we have led them to consider this question of class distinction and class prejudice, and if we have induced them to admit "not only Service men, but any persons who might apply" our end is attained.

LOCAL AND GENERAL.

THE English mail of the 9th September was delivered in London on the 7th inst.

It is reported that a Chinese commission will be sent by the Board of Revenue to investigate the minting of copper coins in the various provinces.

THE Chinese Government has telegraphed to the Viceroy and Governors to ascertain whether the abolition of the tiffin stations can be carried out at once.

A TOKIO despatch to the *Shimpo* says that the battleship *Retvisan*, which was raised a few days ago at Port Arthur, has now been renamed the *Hizen*, after the province in which Nagasaki is situated.

THE U.S. cruiser *Cincinnati*, which recently went aground in the Hungo Channel on her voyage from Japan to Shanghai, arrived at Shanghai on Thursday, the 9th inst., and moored at the Norddeutscher Lloyd Bury.

THE Government has telegraphed to the Viceroy and Governors, requesting them to consider the advisability of imposing a poll tax throughout the Empire. The adoption or rejection of the measure depends on their reports.

THE work of floating the *Novik* at Korsakoff is progressing. As the nature of the damage is not severe, she will be floated in the near future. The *Nicht* says that the cruiser was built under the special instructions of the late Admiral Makaroff.

CAPT. F. S. Ward, aide-de-camp to H.E. the General Officer Commanding, requests us to contradict the statements which have appeared in a morning contemporary to the effect that he had shot four pigs, and that he was bitten by a scorpion while in Borneo.

THE southern and northern troops of the Pei-yang army were to commence military manoeuvres from Sunday last at Hochien-fu and all the foreign military attaches in Peking applied to the Waiwupu for their permission to proceed to the scene of the manoeuvres.

IT is reported that the U.S. Government has recently wired to the U.S. Minister at Peking to inform the Waiwupu that the bill relating to the Chinese exclusion treaty will not be placed before Congress till January, 1906. However, further details are still awaited.

MR. H. E. Pollock, K.C., returned from Shanghai to-day. Mr. Pollock was retained for the plaintiffs in the case of Messrs. Dodwell & Co. v. E. J. Moss, at the Supreme Court, which opened on Thursday. He was introduced to Mr. Justice de Saussure on Wednesday and admitted to practice in the Shanghai Supreme Court.

BEFORE the Hon. Mr. Basil Taylor, Marine Magistrate, Mr. McIvor, Inspector of Junks, prosecuted Cheung Wing Tai, master of junk *Choy Lee* for persistently refusing to obey complainant's orders. A complainant found the junk in question alongside the Naval Yard Extension without a special permit, and told the master to go to the proper junk anchorage. As the man demurred complainant warned him if he were not away within half an hour he would be prosecuted. The junkmaster ignored the order, hence these proceedings. Asked what he had to say defendant said he was "very busy." Pressure of business cost him \$20.

A SPECIAL telegram has already appeared in our columns on the good impression which the new Alliance has made on China, and we now learn that their Majesties, the Emperor and the Empress Dowager, are quite satisfied with the Treaty, and Prince Ching thinks that by the new Alliance China has been saved from the incessant intrigue and aggression which Russia, Germany, and France have hitherto cast around her, and that from now the integrity of her territory and the protection of China's interests is guaranteed. H.E. Viceroy Yuan Shih-kai is also impressed as to the benefits the Alliance between Great Britain and Japan will confer upon China.

THE *Nanfengpao* understands that an additional viceroyalty is to be created in China, and that the new Viceroy will reside at Mukden and have jurisdiction over Kirin and Heilungkiang. The Government proposes to place the three provinces of Honan, Shantung, and Shansi under the jurisdiction of the Viceroy of Chihli. The attaches and interpreters attached to the Commission going abroad have left Peking for Shanghai, but the date of the departure of the Commissioners is undecided. H.E. Yang, Minister to Japan, has been commanded by Imperial Rescript to effect the arrest of the Chinese Revolutionary Party in Japan, the Peking authorities being certain that the bomb outrage was perpetrated by revolutionaries.

DISTINGUISHED ENGLISH VISITORS

ARRIVE IN HONGKONG.

Among the arrivals at Hongkong to-day are several distinguished Englishmen, including Sir Michael Hicks-Beach, M.P., Sir Edward Boyle, K.C., and Mr. Balfour Brown, K.C. These gentlemen, with whom are Lady Lucy and the Misses Hicks-Beach, are on their way to Singapore in connection with the Tanjong Pagar Dock Arbitration.

Shortly after noon the distinguished party went to Headquarters House where they were entertained at tiffin by H.E. the General Officer Commanding, Major-General Villiers Hutton, and Mrs. Hutton with whom were also Col. Fitton, D.S.O., and Major Chichester, D.A.A.G.

This evening the visitors will be the guests of H.E. the Governor, Major Sir Matthew Nathan, and to-morrow will continue their voyage to Singapore. The *Japan Mail* makes the following reference to the visit, to Japan, of the Ex-Chancellor of the Exchequer:—

"To those who saw the eminent British statesman when he landed in Yokohama on Sunday, the nickname which the House of Commons tacked on to him in years gone-by, 'Black Michael,' seemed hardly to apply. But though time has blanched his erstwhile raven locks, it has not bowed the tall, thin, wiry figure, and he still carries himself as though quite unconscious of the burden of years."

GHASTLY FIND

IN THE NEW TERRITORY.

In September, 1903, one Lo San Kin, a farmer, living at Au Tai, in the New Territory, disappeared and was seen no more in his native village. No suspicion was aroused at the time, but later, two men and a woman, neighbours of the man Lo, also disappeared, and it was then believed that they were concerned in the mysterious disappearance of Lo. Last month the two men returned to Au Tai, and as their conduct appeared suspicious their affairs were investigated, and from certain information received by the police, the backyard of the house where Lo had lived was dug up, and his body was discovered, and identified by the neighbours. It had a wound through the back of the neck—evidently inflicted by a knife which had been inserted in the mouth—while a rope was tied tightly round the throat. Near the body was a knife believed to be the one with which the wound in the neck had been inflicted. This knife when shown to the neighbours was recognized by them as the property of one of the men who had just returned to Au Tai, after nearly two years' absence. The men were then arrested and now await their trial on the capital charge. A curious circumstance in connection with this case is the fact that, after having been buried for upwards of two years, the body when exhumed appeared to be quite fresh, and showed the mark of a blow inflicted on the forehead by some heavy blunt instrument. The neighbours upon the finding of the body state that they remember that the two men and the deceased had a quarrel just before the mysterious disappearance of the latter, owing to his advising them to call back the soul of one of their kinsmen who had just died, and one of the men, now arrested, is said to have flung a stone, forcefully at his head. The woman concerned has not been traced so far.

KITIENS AND OPIUM.

A 'CUTE' TRICK.

When the cargo junk 223 arrived in the harbour yesterday, Sergeant Garrod, in the usual course of his duty, boarded her to search for anything illicit. He found nothing and was leaving the junk when two little kitiens in a basket attracted his admiring attention. He picked one up and stroked it, and then found both his hands smothered in opium, and an examination showed that the kitiens' "little Marys" were smeared thickly with the drug. The owner's arrest was followed by a fine of \$20 or three months' hard labour.

THE other morning as the C.N.S. *Manchang* was going up the river at Shanghai she grounded off the Pootung Point, and the tide being on the ebb, remained there until noon, in spite of the efforts of the tug *Fukien* to tow her off. When the flood made she was towed off, without having suffered any damage.

FIVE cooks from Leighton Hill Road and Morrison Gap Road were fined \$10 each for being found in the servants' quarters of the residence of Mr. Goldenberg, No. 4 Morrison Hill Road, without his permission at 2.30 a.m. to-day. As the men had not the wherewithal to pay their fines some of the residents in those localities are having trouble to-day regarding their culinary arrangements.

ON Sunday night a Chinaman was passing along Bonham Brand when he heard sounds issuing from No. 23 which told him evidently practiced ear that a gambling game was in progress within that house. Fearing that his purse was empty he saw in this circumstance a fine opportunity to replenish his funds, and accordingly, seizing the opportunity, thus presenting himself, he rushed into the house, and into the room where the gamblers were playing, yelling "police, police." Instantly there was consternation in the hearts of the gamblers, and a hurried flight, helter skelter, ensued, the players in their haste to get away from the supposed minions of the Law leaving their paraphernalia and money behind them. The alarm promptly grabbed the money, amount quite unknown, and then did the vanishing act, and he has not been seen or heard of since. But one man in his haste to get away on to the roof missed his footing and fell plumb to the street below from a window on the second story. He was picked up and removed to the Government Civil Hospital, where he expired a few minutes after admission.

TELEGRAMS

"HONGKONG TELEGRAPH" SERVICE

THE NEW DOMINION.

RUSSIA OPERATING MINES.

CHINESE ALARMED.

[From Our Own Correspondent.]

Shanghai, 10th October,

1.35 p.m.

It has transpired that the fact of Russians operating the mines in the New Dominions has impressed the Lama with the extent of Russia's power.

The Chinese being greatly alarmed, military have been ordered to be posted in the territory.

[In connection with the above wire the following telegram, dated from Peking, on 3rd inst. and printed in the *N. C. (L. News)*, is of interest.—It has been discovered that a certain Chinese official has privately sold a petroleum mine at Kuchien in the New Dominion to Russians and negotiations are now proceeding between the Waiwupu and Mr. Pokotiloff, the Russian Minister in Peking, in the matter.—H.K.T.]

THE BRITISH SQUADRON

IN JAPAN.

BRILLIANT FUNCTION.

[From Our Own Correspondent.]

Shanghai, 10th October,

1.35 p.m.

Admiral Sir Gerard Noel, the commander-in-chief of the British China Squadron, held an "At Home," on board of his flagship, the *Diadem*, at Kobe yesterday.

In the evening he gave a dinner on board of the *Diadem* at which a large company was present.

It was a most brilliant function.

The squadron left Kobe to-day.

[In regard to the naval assembly in Tokyo Bay, various references to which have already appeared in our columns, a recent number of the *Japan Mail* contains the following paragraph:—
"The great naval demonstration which is to take place in Tokyo Bay will probably be in the middle of October. A powerful British Squadron will be present as well as a large part of the Japanese fleet. The occasion will mark the end of the war on sea. All the auxiliary cruisers will then be released and there will be a celebration in honour of the restoration of peace. A grand banquet at the Palace is spoken of. We presume that Admiral Togo and his distinguished fellow-commanders will be obliged on that occasion to show themselves to the public and to receive the ovation which their countrymen long to give them."

The following items bear out the report which appeared in our columns several weeks since:—

The British Consul at Nagasaki has informed the *Nagasaki Press* that H.M.S. *Itaka* (torpedo depot ship), accompanied by five torpedo-boat destroyers, will arrive at Nagasaki on October 13th and remain until the 27th. Admiral Sir Gerard Noel, K.C.B., Commander-in-Chief of the China Squadron, will visit Yokohama, arriving there about October 6th, and Kobe about 21st, with a Squadron consisting of the *Diadem* (flagship), *Andromeda*, *Hogue*, *Suffolk*, *Atenza*, *Bonaventure*, and six torpedo-boat destroyers. This Squadron, or part of it, will visit Nagasaki at a later date, not yet fixed.

The *Mainichi* states that the Imperial Household will give a banquet in honour of the officers of the British and American warships during the visit of the Squadrons in Japan. Among those who will be present at the banquet are the Crown Prince and all the other Imperial Princes, all the Ministers of State, the Foreign Ministers at Tokyo, and a number of the highest Japanese Officials.

Admiral Noel, with the *Diadem* and three other ships, entered Chinampo on the 23rd ult. The British Squadron was warmly welcomed by the local Japanese residents.—Ed. H.K.T.]

ONE curious result of the American boycott came to light yesterday when Sergeant Watt discovered in the Wong Chai firm at 22 Wing Lok Street a large quantity of American cigarettes wrapped in labels bearing what was supposed to be the British American Tobacco Company's trade mark. The cigarettes were seized and the owner arrested and charged before Mr. F. A. Hazell with the infringement of the trade mark of the company, and the case was remanded.

SHIPPING AND MAILS.

MAILS DUE.

Canadian (*Athabian*) 15th inst.
Indian (*Lutian*) 16th inst.
French (*Salaste*) 16th inst.
Australian (*Talman*) 17th inst.
American (*Doric*) 22nd inst.
German (*Prinz Sigmund*) 23rd inst.
Canadian (*Empress of India*) 23rd inst.

The C. P. R. Co's s.s. *Tartar* arrived at Vancouver at midnight on 7th inst.

The O. & O. S. Co's s.s. *Doric* will sail from Yokohama to-day, and is expected to arrive here on 22nd inst.

The Mogul Line s.s. *Lillian* from Glasgow, Liverpool, and Middlesbrough, sailed from Singapore yesterday evening.

The *Java-China* Japan Line s.s. *Banyu* from Batavia, direct for this port on 10th inst., and may be expected here on 17th inst.

The *Japan-China* Japan Line s.s. *Banyu* from Batavia, direct for this port on 10th inst., and may be expected here on 17th inst.

The *Japan-China* Japan Line s.s. *Banyu* from Batavia, direct for this port on 10th inst., and may be expected here on 17th inst.

The *Japan-China* Japan Line s.s. *Banyu* from Batavia, direct for this port on 10th inst., and may be expected here on 17th inst.

TELEGRAMS.

[Ruler's.]

The Straits Command.

Colonel Inigo Jones, C.B., Scots Guards, has been selected to command the troops in the Straits Settlements.

Colonel Inigo Richmond Jones, is the Lieutenant-Colonel commanding the Scots Guards with whom he served in the Egyptian campaign at Souhien, 1885. In the late war he was the Major-General in command of the Guards.—Ed., N.Y.T.

The "Matin" Disclosures.

The *Matin* continues its disclosures of the Morocco embargo, and now affirms that England offered M. Delcasse to mobilise the fleet, seize the Kiel canal, and land 100,000 men in Schleswig Holstein.

The offer would be confirmed in writing if France so wished.

The Suez Canal.

The Suez Canal is re-opened. Imports to September show an increase of £2,658,642 and exports an increase of £3,421,801.

Moscow without Newspapers. No newspapers are being published in Moscow in consequence of a strike of compositors.

The Prince and Princess of Wales' Tour. The Prince and Princess of Wales will leave Genoa on the 21st instant.

[N. C. D. News.]

Plague in Manchuria.

Plague has broken out in the neighbourhood of Lake Dalai-nor (or Kulun), on the western borders of Manchuria. The Trans-Baik provinces are declared infected.

The Grand Old Marquis.

Marquis Ito was received in audience by the Emperor this afternoon.

A Commercial Celebration of the Alliance. Tokio, 4th October.

Marquis Saito (leader of the Suiyukai) and Count Okuma (leader of the Progressives) are to speak to-morrow before the Associated Chambers of Commerce, which propose to hold grand celebration of the Anglo-Japanese Alliance on Friday.

The Progress of Princess Alico. Tokio, 4th October.

Miss Roosevelt has arrived at Yokohama.

The Panic in Peking.

Since the bomb outrage, the people of Peking have been in a state of alarm. It is feared that rioters may attack the residence of the High Commissioner at Wanshohshan, and precautions are being taken accordingly.

A Boycott in Bengal.

A Kobe consular telegram says that the boycott of foreign goods in Bengal is spreading, but the demand for Japanese goods is increasing.

Tibetan Negotiations.

The Chinese Envoy, Tang-Shan-yih, who came to India to discuss the Tibetan question with the Indian Government, has left for China on the plea of ill health, without having concluded the negotiations in regard to Tibet.

The Chinese Envoy went to India some months ago to negotiate direct with the Indian Government. The Chinese Government intends now to treat direct with the Government at London.—Ed., S.T.

Lord Minto's Departure Delayed. London, 30th September.

Lord Minto has changed his plans, and it is now arranged that he will leave Versailles on Nov. 3rd, and arrive in Bombay on Nov. 17th.

French Sugar Failure.

The Paris market is depressed in consequence of the failure of the Lucanade Vallet—an important sugar company.

Director's Sudden Death.

M. Labouglie, a director of the Egyptian Sugar Refineries Company, with which the late M. Cronier, who recently committed suicide, was connected, has died suddenly at Cairo.

M. Witte.

M. Witte on his arrival at St. Petersburg, was enthusiastically greeted at the railway station.

M. Witte held a long conference with Count Lamsdorf yesterday.

Prince of Wales.

The King has invested the Prince of Wales with the Grand Cross of the Star of India and the Indian Empire.

The New Lord Mayor.

Alderman Walter Vaughan Morgan, the proprietor of *Who's Who* and various trade papers, has been elected Lord Mayor of London for 1906.

Royal Visit to India.

Captain the Hon. Hugh Tyrwhitt, M.V.O., has been appointed Commodore in command of the battleship *Renown* in which the Prince and Princess of Wales proceed to India, and his brother, the Rev. Hugh Tyrwhitt, has been appointed Chaplain to their Royal Highnesses during the tour.

[Captain Tyrwhitt, M.V.O., has been Private Secretary to the First Lord of the Admiralty since 1902.—Ed., S.T.]

This training season in Shanghai is well advanced, the grass course having been opened last week. We note that Cotswold, Mr. Grosvenor, with Zodiac piloted by Mr. Johnson, went half a mile in 1.35.5 this last year. Cotswold streamed away from Zodiac at the finish.

THE INTERPORT RIFLE MATCH.

HONGKONG SHOTS ON THURSDAY.

The Hongkong team will fire off this annual event on Thursday next, the 12th instant, on the King's Park Range at 2 o'clock p.m.

The following have been selected to form the team:—Ar. Sergt. Simons, R.W.K., Col. Sergt. Sp. m. R.W.K., Col. Sergt. Bullock, R.W.K., C. P. O. W. Manning, R.W.K., Mr. J. Welsh, R.W.K., Mr. J. Parker, Mr. J. C. Goss, Capt. G. P. Lammer, H.K.V.C., Sergt. R. Lapsley, H.K.V.C., and Sergt. J. Andrews, H.K.V.C.

Reserves:—Bombardier A. Watson, H.K.V.C., and Mr. J. H. Pidgeon.

Any one desiring to witness the shooting is invited to do so.

SINGAPORE OBJECTS TO MORNING SHOTS.

The Singapore team, in view of the coming match with Hongkong and Shanghai, should consider very seriously whether, taking the range as it lies, it is prudent to risk the chances of success on morning shoots.

Frankly, we (Singapore Free Press) do not think it is. To get down to the range early, must mean something of a rush for those who have to go long distances, and the mere fact that one man who had to go to Balesier from Alexandra Park made top score, is an exception that does not detract from the general force of the reason against anything like a sense of hurry before an important shoot.

Then no man is properly "in tune" early in the morning. His circulation and nervous system need time after sleep to get into true working equilibrium. And for that reason it will be found that a man is at his best, as regards a well-tempered temper, some time in the afternoon, after a moderately easy day. In the morning, again, there is the certainty that two or three men will have anxiety about getting back to office; and even if that feeling is not acutely present, most of the men feel that the day is still to come, with all its duties and engagements.

The mere subconsciousness of this is not conducive to the entire equanimity that every good team Captain should endeavour to assure to his men.

AN UNFAVOURABLE CONDITION.

Then, again, and this is a powerful reason, there is the fact that taking the final strain of the long range shoot on an intensifying light and a generally rising temperature, is, from the physical point of view, a very unfavourable condition, for Europeans at least. A few men may not know that they feel the effect of this in their shooting, but those who are more sensitive to small changes feel it acutely, whether they quite realise it or no.

And as it is practically the longest range team matches are won, the risk of making this the most difficult period in the shoot, implies a great responsibility on some one.

In the afternoon again all the conditions are altered for the better as regards the nervous condition of a team. Men are settled down for the day and everything in them is in true balance. There is no more work to be done, nothing to bother about, no sense of any subsequent duty to be done or appointments to be kept. Everything makes for the exclusion of every disturbing influence, and for the facility of concentration on the business in hand.

The light at the longer range gets steadily and serene, mirage disappears, and the barrel of the rifle keeps perceptibly cooler than in a morning shoot. Winds are apt to rise as the morning goes on and the sun gets higher, but in the afternoon the tendency is for the atmosphere to settle and for the light to steady down, the eye easily keeping in unison with the slowly changing light.

THE CAPTAIN'S RESPONSIBILITY.

The real thing for a team Captain to do on getting on the ground, is not to decide when to begin his shoot, but when it would be safe to end it. Then work back from that to the time to begin. The presence or absence of cloud will be the chief factor in guessing what the light will be when firing should cease, and good range arrangements can enable the whole time of firing a match to be calculated up to a ten minutes' margin. For the various reasons given above morning scores at 600 yds. will be found to vary widely from the mean team average; those made late in the afternoon will keep much closer to the team average, and be possibly as much as two points a man better.

Which makes ten times the amount wanted to win or lose a match, as in the two-point loss of Singapore to Penak. The writer of these remarks will be glad if they are of any service to young shots. At any rate they may help to promote consideration and experiment.

"SMOKER" AT KOWLOON.

A very enjoyable concert was given by the employees of the Kowloon Docks in their grounds last night. Conditions could not have been more perfect—bright, cloudless sky, with brilliant moonlight, the atmosphere delightfully cool, a well-arranged programme, and attentive hosts. The *Societate Philharmonica*, a very able orchestra, set the ball rolling with an excellent interpretation of the grand march "Here, there and everywhere." This was followed by "Father O'Flynn" sung by Mr. E. O. Murphy in his well-known style. He was deservedly *encore*d though no response was accorded—indeed, wisely, considering the length of the programme, and the lateness of the hour when the concert commenced. Mrs. Penfold was extremely nervous when she appeared and commenced the pretty song "Sing me to sleep," but the nervousness gradually wore off, the notes became truer, and the song the second verse very sweetly indeed, and with much pleasing expression. These remarks, indeed, also apply to her rendering of "Oh, Promise me"—that ever-popular drawing-room ballad, which she gave in the second part. In the absence of Mr. Walston, Mr. Timms then favoured the audience with a very pretty solo, well played. He was followed by Mr. Edwards, who gave a fine interpretation of "A gay butterfly." Mr. W. Terrell, notwithstanding the fact that he was suffering from a sore throat, gave that beautiful song "Try to forget," which he sang very well though his hoarseness was very noticeable. The close of the first part was brought about by the orchestra playing selections from the "Belle of New York," and after an interval they opened the second part with "Hunky Dory," admirably played. Mr. Hume followed with "Garibaldi" which was very well sung. Mr. Walston who had now arrived, amused the audience with his "Imitations of children," "Courtship and marriage," and the "Pantomime." Mr. Pearson's violin solos, selections from Maritana and *Marque de Twain*, were very pleasingly rendered and much appreciated. These were followed by Mr. Murphy's interpretation of the "Prodigal." The Crown of Gold, played in fine style brought the concert to a close, after which the audience sang the first stanza of "God save the King." Launched to the Hongkong visitors to and from the dock and everything was done for the comfort and welfare of the guests who spent a most delightful evening.

CHAU TUNG SHAN'S

HONGKONG PROPERTY ATTACHED.

Coming at this juncture the attachment of Chau Tung Shan's property in Hongkong caused considerable comment, on account of which a representative of this journal made some inquiries. As a result it was learned—authoritatively that this attachment had no connection with the Canton matter, but was the outcome of a purely local affair.

Having given two promissory notes for \$10,000 each by way of a security for an employee, to the Sun Tak Bank, the employee having absconded application was made to Chau for payment of his security, but the application was either ignored or overlooked in the pressure of other matters, and the Bank brought suit in the Supreme Court of Hongkong, obtained a decree *ex parte*, and the attachment followed. This is returnable on the 27th inst.

HONGKONG CORINTHIAN YACHT CLUB.

Started in September of last year, the Hongkong Corinthian Yacht Club is already quite a flourishing association, having a membership of 71 and a balance in hand of close upon \$100.

The annual general meeting of the members was held at 35, Queen's Road Central last evening, those present being the Hon. Dr. Clarke, M. O. H. in the chair, Messrs. M. McIvor, W. H. Donald, E. M. Hazeland, J. W. Bains, P. Gibson, F. Howell, J. Hand, W. A. Crane, Inspector Withers and J. Reidie, secretary.

ANNUAL REPORT.

The annual report was presented as follows:—The Committee have much pleasure in submitting to you the Club's Annual Report and Accounts for the year ending 31st September, 1905.

The club which is only in its infancy started in September last and has now a membership of 71. The club deeply regrets to have to record the death of Mr. Thorne, one of its original members, who took great interest in the affairs of the club, and was a part owner of the *Ariel*. The subscription and entrance fees for the year amounted in all to \$395, and the expenditure to \$301.76, leaving a balance of \$93.24 in the good of the club, which may be considered a satisfactory enough to a young club just started. There were seven of the one-design class racing during the season, and six users took part in the races provided for that class. The *Nina* won the Club's Championship with 48 points; the *Gull* took second prize with 22. In the cruiser class the *La Cigale* took first prize (a cup presented by the Vice-Commodore of the club), and the *Elfin* took second prize given by the club. The points gained by each boat during the season are as follows:—

La Cigale... 20 points Majorie... 4 points Elfin... 14 " Active... 2 " Aileen... 10 " Dart... 3 "

The Commodore's Cup was won by *Hibernia* and the Hume Cup by *Aithora*. The cup presented to the club by the *China Mail* was sailed for under the auspices of the Hongkong Yacht Club, and was won by *Waratah*. The sports presented by Mr. Thorne was won by *Gull* and *Nina* respectively. The thanks of the club are due to Mr. Hume, *China Mail* and Mr. Denison for presenting prizes to the club, and to a public who kindly came forward to swell the membership, without whose support we could not be in such a prosperous position, also to Mr. Thorne who kindly audited the accounts. The prospects of the club for the coming season are brightening, with the building of two new boats of the one-design class by Mr. King, who expects to have them launched in six weeks' time.

The Chairman proposed, and Mr. Howell seconded, that the report and balance sheet be adopted and passed.

Carried.

The following office-bearers were elected by ballot:—Commodore, Hon. Dr. Clarke; Vice-Commodore, Mr. E. M. Hazeland; Secretary, Mr. J. W. Bains; Treasurer, Mr. J. Reidie; Official Treasurer, Mr. W. A. Crane; Committee: Messrs. J. Hand, M. McIvor Gibson, and Howell.

ALTERATION IN RULES.

Mr. Hazeland moved that rule 13 be amended as follows: "The rudder plate shall not exceed 3/16th of an inch in thickness nor two square feet in area."

Mr. Donald seconded.

Carried.

PROPOSED CLUB HOUSE.

Mr. Donald brought forward several matters of importance including the desirability of the erection of a club house, the questions of securing a launch to follow the races and of devising a system of signalling for a launch to take yachts in tow when desired. These were referred to the committee.

On the proposition of Mr. Donald it was agreed to place on record the club appreciation of the services of Mr. J. Reidie as secretary. A vote of thanks to the Commodore brought the meeting to a close.

THE FLOATING MINE DANGER.

The floating mine danger zone extends well south of the S.E. promontory is further proved by the receipt of the following telegram from the Commissioner of Customs at Chefoo, handed to the N. C. D. News by the Coast Inspector:—

Chefoo, 3rd October.

Mine seen yesterday Lat. 35° 21' N., Long. 123° 36' E.

This location is right in the track of shipping N.E. Promontory. Lighthouse bears N. 2 E. (mag) distant 94 miles, and this mine was seen therefore not very far from the scene of the disaster to the C.M.S. *Albatross*.

As we recorded in our account of the catastrophe, the survivors of the *Albatross* had barely time to escape with their lives, and everything they had in the way of personal belongings with them was lost. In the cases of the native passengers and crew this is a serious matter and the sufferers would seem to have a claim at all events to be considered sympathetically against the belligerent whose mine caused the explosion. Unfortunately it can never be ascertained certainly whether the mine was Russian or Japanese, and it would seem fair therefore that the duty of compensation should be shared by the two Governments. At all events representations might be made on such lines, and we have reason to believe they might be successful.

THE INTERNED RUSSIAN WARSHIPS

AT SHANGHAI.

Confirming the report printed in these columns from an interview given to a representative of the *Hongkong Telegraph* by a Hongkong merchant recently returned from Shanghai, we find that one after another the interned Russian warships and transports in the Northern port are taking their turn in being drydocked for cleaning and repairing.

Last week we reported the fact that the *Svir* and the *Vladimir* had been docked in the Old Dock of S. G. Farnham, Hoyd Co., Ltd. From Northern exchanges received this morning we learn that the transport *Vladimir* was docked at the Cosmopolitan Dock, of the same firm, on the 2nd inst.

THE Y.M.C.A.

AN EXPLANATION.

We have received the following from the secretary of the Hongkong Y.M.C.A. (European department):—

A statement by its Committee of Management regarding the Class Distinctions alleged to have been set up by the European Department of the Young Men's Christian Association of Hongkong:—

"This Association has been under fire in the public press during the last few months, but has hitherto remained silent. No doubt this silence has been interpreted by many as an admission of the truth of the statements and charges therein made. Such an interpretation is incorrect. The failure to speak up to this time has been partly due to the fact that many of the attacks have borne unmistakable marks of insincerity. This has been evident not only from the many untruthful and misleading statements made (when the real truth could have been ascertained with a little pains) but also from the generally rancorous tone of the attacks in question. The chief reason for our silence was the desire not to complicate a very difficult question at a time when we were endeavouring to arrive at a solution that would be satisfactory to all concerned, and when we, the Committee, in view of the interests and difficulties involved, were not yet in a position, nor it appeared, to speak for the Association.

"The limits of this letter preclude our taking up the said untruthful and misleading statements and dealing with them one by one, nor would any useful purpose be served. Let us at once get to the root of the matter.

"What is the charge? Briefly, that the members of this Society, organized under the well known name given above, have deliberately decided to exclude from their membership certain classes, namely, non-Europeans and Service men.

"At the outset, instead of picturing these members as a lot of pharisaical Christians, who look with disdain on the Gentile world, let us see who they are—these 100 men. Roughly speaking, 80 of them are 'active' members, that is, members of Christian churches; not saints, but men of flesh and blood; not men who 'pose' as Christians and say, 'I am holier than thou,' but men who acknowledge their own weaknesses and seek the help that comes in the service of the church. If these men were to be arraigned before a competent judge, no doubt, each one of them would be found to have at least a modicum of class prejudice, and perhaps some of them would have a considerable amount of it (the millenium has not yet arrived), but it is safe to say that the entire 80 would be as free from it as any 80 men chosen from the local community.

"Thirteen of these 80 men compose the Committee of Management, which has the responsible direction of the Association's affairs. This Committee is selected annually by ballot by the active members.

"The other 80 men are 'associate' members, that is, they make no profession of membership in any church. It is a well-known fact among the Associations the world over that these men join the Society on account of its club features.

"Against whom, then, is the above charge aimed? Manifestly it could not be justly aimed at the associate members. Nor can the active members be held responsible, for to the Committee of Management has been delegated the power to pass upon all applications for membership. This Committee, then, accept the responsibility whatever action has been taken.

"We did sanction temporarily the setting up of certain limitations to membership. Why? Not from any class prejudice, but with real regret that conditions seemed to demand such a course.

"The plan of organization of this Society in Hongkong is what is known as the 'West' plan, so successfully used in the West. This plan provides for separate Associations for the various sections of the community, each with its own independent management, but all bound together by one Board of Directors, on which each Association has its representatives. This plan grew out of experience in the West, which has shown that more effective work could be done by Associations formed for the different sections of the community. The success of this plan has been largely due, no doubt, to the fact that these different Associations have themselves desired separate Associations. It is evident now that the local conditions in Hongkong are not as propitious for the successful working out of this plan as in the West, but it was hoped at the inception of the movement here that these separate Associations would be organized before there was any ungrounded suspicion that the Associations already formed were animated by any class feeling. To this end the constitution provided for a close union that the Chinese, European, Army, and Navy Associations, with a close union that the members would be formed as the work might demand. In addition to those named, the management had in mind the formation of Associations for the college students, and non-Europeans other than those mentioned.

"For reasons that are immaterial to this discussion the time has not yet seemed ripe for the launching of these various Associations, and the managers, knowing that class distinctions are a fact in Hongkong life, saw that the original scope of this department would have to be widened, since it would be unchristian to exclude any class for whom no provision had been made. In bringing this about two things had been taken into consideration, (1) the feeling (right or wrong) on the part of the members that this department was intended exclusively for those who stood at the back of us financially; demanded that we should move with caution; and (2) our obligation to those who stood at the back of us financially. Coincident with our efforts at a solution of these serious attacks, and our problem has been thus rendered even more difficult.

"At a general meeting of the members held on the 18th of September it was found that a majority were in favour of admitting soldiers and sailors. This Committee, therefore, having arrived at a probable solution of the difficulties involved, at its regular meeting on the 2nd of October, voted unanimously to admit the only Service men but any person who might apply."

COMMERCIAL.

INDO-CHINA.

Messrs. J. A. Sullivan & Co., Shanghai, write in their weekly share report of the 5th inst., concerning shares of the Indo-China S.N. Co., Ltd., as follows:—Despite the rumoured coalition of the three local steamship companies towards a rise in coastwise freights which should have come into operation yesterday, Indo-China barely hold their place and for the moment there are no forward buyers.

SHANGHAI SHARE MARKET.

Advices from Shanghai, dated 6th October, state:—Business reported:—Shanghai and Hongkong Wharfs at Tls. 187 1/2 for October. Tugs "Pref" at Tls. 47. Farnham Road at Tls. 144 1/4 for Oct. Chinese Engineering and Mining Co. at Tls. 10 B.S. and Tls. 9.50 B.S. from Hongkong. Astors at Tls. 27 for Oct. Flours at Tls. 26. Pops at Tls. 14 1/2.

SHANGHAI SHARE MARKET.

Business done direct:—Shanghai and Hongkong Wharfs at Tls. 187 1/2 for Oct. Farnham Road at Tls. 144 1/4 for Oct. Chinese Engineering and Mining Co. at Tls. 10 B.S. and Tls. 9.50 B.S. from Hongkong. Astors at Tls. 27 for Oct. Flours at Tls. 26. Pops at Tls. 14 1/2.

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SHANGHAI SHARE MARKET.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"CALCHAS"	11th October.
GLASGOW and LIVERPOOL	"DEUCALION"	24th "
GLASGOW and LIVERPOOL	"PINGSUEY"	29th "
GLASGOW and LIVERPOOL	"HENELEUS"	31st "
GLASGOW and LIVERPOOL	"HECTOR"	6th November.
GLASGOW and LIVERPOOL	"GLAUCUS"	14th "

S.S. "Calchas" left Singapore at daylight on the 6th inst., and is due here on the 11th.

FOR
* GENOA, MARSEILLES & L'POOL "AGAMEMNON" 15th October.
LONDON, AMSTERDAM & ANTWERP "DIOMED" 24th "
LONDON, AMSTERDAM & ANTWERP "MACHAON" 7th November.
* GENOA, MARSEILLES & L'POOL "CHINGWO" 15th "
LONDON, AMSTERDAM & ANTWERP "KINTUCK" 21st "

* Taking Cargo for Liverpool at London Rates.

HOMEWARD.

TO SAIL	STEAMERS
15th October.	"AGAMEMNON"
24th "	"DIOMED"
7th November.	"MACHAON"
15th "	"CHINGWO"
21st "	"KINTUCK"

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON PORTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

TO SAIL	STEAMERS
31st October.	"PINGSUEY"
30th November.	"OANFA"

WESTWARD.

DUE	STEAMERS
24th October.	"KEEMUN"
3rd November.	"MACHAON"

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 7th October, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
AMOI, MANILA, ILOILO and CEBU	"SUNGXIANG"	11th October.
SHANGHAI	"LINAN"	11th "
SHANGHAI	"YOHOW"	13th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	16th "
YOKOHAMA and KOBE	"TSINAN"	5th November.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 10th October, 1905.

HONGKONG—MANILA.



Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon and ships—Electric
Light—Perfect Cuisine—Surgeon and Stewards carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	A. H. Nolley	AMOI AND MANILA	FRIDAY, 13th Oct., at 4 P.M.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 21st Oct., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 7th October, 1905.

HONGKONG—NEW YORK.



AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast.)

Steamship	About
"ALSTON"	SATURDAY, 21st October.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 10th October, 1905.

BOO CHENG.

STATIONER AND PAPER MERCHANT,
No. 20, Pottinger Street.

HAS always on hand all varieties of
Stationery, Printing and Note Papers,
Copying Presses, also Automatic Cyclostyle
and Elima Duplicator.

Hongkong, 23rd February, 1905.

TSANG FOO & CO.,
COAL MERCHANTS AND STEVEDORES.

44, DES VROUX ROAD.

SHIPS Coaled from alongside at the shortest
notice, and with all possible dispatch.

Prices Moderate. Telephone No. 599.

Hongkong, 1st October, 1905.

Shipping—Steamers.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. Austin, R.N.R.

THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sundays
at 2.30 P.M. and on Sundays at 5.30 P.M.
if tide permits.

FARES.—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 10 cents.
Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket \$1; Return, \$2; 3rd Class, Single, 30
cents; Return, 60 cents; 3rd Class, 10 cents.
Breakfast, Tiffin and Dinner can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.

On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.
First-Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.
The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers.

Tons Captain

"KWONG CHOW" 1,300 T. R. MEAD.

"KWONG TUNG" 1,350 H. W. WALKER.

Leave Hongkong for Canton at 9 every
evening (Saturday excepted).

Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled
Accommodation for First-Class Passengers and
are lit throughout by Electricity. Electric Fans
in First-Class Cabins.

Passage Fare—Single Journey \$4
Meals \$1 each.

The Company's Wharf is a short distance
West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 23rd August, 1905.

TRIPS TO CANTON AND MACAO.

THE Yok On Company's Splendid Steamer

"YING KING,"
1,088 tons, Registered.

Captain E. J. Page, will leave Hongkong for
Canton every MONDAY, WEDNESDAY
and FRIDAY EVENING, at 9.30 P.M.,
returning to Hongkong every TUESDAY,
THURSDAY and SATURDAY, about 5 P.M.

On SUNDAYS she will make an EXCUR-
SION TRIP to MACAO, leaving Hongkong
at 8.30 A.M., and returning from Macao about
7.30 P.M.

The "YING KING" is especially fitted for
these runs in the newest, fastest and most
luxuriously furnished steamer on the line, and
is lighted throughout with Electricity, also hot
and cold water is supplied.

FARES:

First Class single journey to Canton \$3.00

Second " " " " 1.50

First class single journey (to Macao 1.00
with Cabin 2.00
to Macao 2.00
with Cabin 3.00

Second " " " " 1.50

Third " " " " 1.00

Fourth " " " " .50

Breakfast, Tiffin or Dinner \$1 each only.

Wines and Spirits of the best brands are used.

The Wharf in Hongkong is at the West end
of Wing Lok Street.

The Wharf in Macao is the same as the
S.S. "Peregrine."

For further information, apply to the Office of
YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street, Hongkong,
or to
Messrs. WENDT & Co., Canton Agents.
S. A. NONONHA, Macao Agent.

Hongkong, 23rd August, 1905.

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REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL,

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

Steamship About

"SATSUMA" 13th October, 1905.

"WRAY CASTLE" 30th "

"LOWTHER CASTLE" to follow.

For Freight and further information, apply
to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 9th October, 1905.

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INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
S'GAPORE, S'RAPAYA & SAMARANG.	"HINSANG"	WEDNESDAY, 11th Oct., 3 P.M.
SHANGHAI via SWATOW.	"CHOVSANG"	WEDNESDAY, 11th Oct., 5 P.M.
MANILA	"YUENSANG"	FRIDAY, 13th Oct., 4 P.M.
TIENTSIN	"ESANG"	TUESDAY, 24th Oct., 3 P.M.

† Taking Cargo on through Bills of Lading to Chelof, Tientsin, Newchwang and Yangtze Ports.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout, with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 10th October, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To sail at Daylight on
"ARABIA"	4,483	Melroth	November 7th, 1905.
"ARAGONIA"	5,198	Ernst	November 29th, "
"NICOMEDIA"	5,370	Wagemann	December 22nd, "
"NUMANTIA"	4,370	Feldmann	January 7th, 1906.

The S.S. "Arabia" left Portland on October 1st, and is expected to arrive here on 2nd and November.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent.

FOR SHANGHAI, YOKOHAMA AND
Kobe.

THE Steamship

"RHACTIA,"

Captain J. Behrens, will be despatched for the
above Ports, on SUNDAY, the 15th instant, at
5 P.M.

The Steamer has splendid accommodation for
First-class Passengers and carries a duly
qualified Doctor.

HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 7th October, 1905.

[995]

WILL leave Hongkong every SATUR-
DAY, at 6 P.M., and return from Macao
at 8 A.M. on SUNDAY.

Passengers desiring to remain longer in
Macao may return by the S.S. "KWONG
TUNG" which will leave Macao on Sunday at
9 P.M.

Fares:—1st class single \$1.50 with Cabin \$2.00
return 2.00 " 3.00
2nd class single 1.00 return 1.50

S.S. "KWONG TUNG"

Will leave Hongkong every SUNDAY,
at 8.30 A.M., and return from Macao

at 9 P.M.

Fares:—1st class single \$1.00 with Cabin \$2.00
return 2.00 " 3.00
2nd class single 80 cents, return 1.50

BREAKFAST, Tiffin and Dinner \$1 each.

The Wharf in Hongkong is a short distance
West of the Harbour Master's Office.

For further Particulars, apply to the
SHIU ON S.S. CO., LD.,
AND
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West, or to
Messrs. HERBERT DENT & Co.,
Agents,
Canton and Macao.

Hongkong, 24th September, 1905.

[975]

NAVIGAZIONE GENERALE ITALIANA
(Florio and Rubattino United Companies.)

STEAM FOR

BOMBAY via SINGAPORE AND
PENANG.

Having connection with Company's Mail
Steamers to ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES, LEGHORN
and GENOA, also
VENICE and TRIESTE, all MEDITER-
RANEAN, ADRIATIC, LEVANTINE,
and SOUTH AMERICAN PORTS
up to CALLAO.

(Taking Cargo at through Rates to PERSIAN
GULF and BAGDAD, also BARCE-
LONA, VALENZA, ALICANTE,
ALMERIA and MALAGA.)

THE Steamship

"CAPRI,"

Captain Belsito, will be despatched as above,
on THURSDAY, the 12th instant, at Noon,
At BOMBAY, the Steamer is discharging in
VICTORIA DOCK.

For further Particulars regarding Freight
and Passage, apply to

CARL WITZ & Co.,
Agents.

Hongkong, 5th October, 1905.

[990]

COMPAGNIE DES MESSEGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI-KOBE AND
YOKOHAMA.

THE Company's Steamship

"SALAZIE,"

Captain Eschenauer, will be despatched for the
above Ports, on or about MONDAY, the 12th
instant.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, 4th October, 1905.

[975]

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD
HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China

Also widely circulated in Japan, Ceylon,
China, Ceylon, India and the Far East
generally.

A daily newspaper with weekly edition
published for despatch by the homeward mail

The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.

A special feature is made of full and accur-
ate reports of local occurrences, and of mat-
ters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper, and has a
wider circulation than any journal in the Far
East.

Special attention given to effectively display-
ing advertisements.

The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted.

This standard runs exactly eight lines to the
inch, and about eight words in the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages

is each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements

can be ascertained from the Manager.

Advertisements for the Daily should reach
the Hongkong Telegraph Office not later than
noon of the day they are intended to appear.

Unless otherwise specified all advertisements
will be repeated and charged for until counter-
manded.

JOBBER DEPARTMENT.

Job Print of all descriptions undertaken

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPENSES.

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap at

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on
application to

THE MANAGER.

(HONGKONG TELEGRAPH CO., LD.)
1, Ice House Road,
Hongkong.

A MODERN BATTLEFIELD.

ITS SPECTACULAR SHORTCOMINGS.

It is one of the features of modern warfare
that the two adversaries seldom see each other.
The spectator of a battle is lucky if he can
view or get a fair idea of a good infantry
attack on his own side. As a rule one only
sees the artillery, and the spot where the pro-
jectiles explode. As far as the enemy is con-
cerned, all one need expect is to catch a glimpse
(through a powerful telescope) of a few isolated
figures, or some long, dark lines, that may be
his troops; or of some smoke and dust, rising
from his batteries. The nearer one ventures
to the line of battle, the smaller becomes the
section of the fight which one is able to follow.
The soldier himself, in the line of fire, does not
see much beyond the back of his comrade, or
the tufts of grass in the immediate vicinity of
the spot where he lies. If, on the other hand,
one goes back for some distance and up some
height in order to obtain a wider survey, then
the details vanish altogether, and only the
artillery are conveyed to the eye and to the ear
the fact that the landscape in front is a battle-
field where fighting is going on.

AN INVISIBLE ARMY.

The cavalry is not brought into play during
the battle, and, I suppose, is really only used
for reconnoitring purposes and as messengers.
I have not heard of a single instance where the
Cossacks have used their lances. The infantry
lie in the trenches or elsewhere, if only cover
is to be found, firing at a target that is eighty
paces out of a hundred is invisible. The artil-
lery has dug itself a hole in the ground, or is
carefully concealed in some high corn, or is
covered behind mounds and heights, so that of
the whole force only one or two officers may
occasionally catch a glimpse of the "where"
abouts of the enemy. Besides, as the battle
is fought over large areas—at the battle south of
Mukden, the front of the Russian army extend-
ed over a distance of some fifty miles—it is, of
course, impossible, also, for the chief officers
in command to ascertain the developments of
the battle through personal observations. This
is impossible for the general in command of
an army corps, or still more of an army. The
Generals in command can only form their ideas
about the course of events from verbal and
written reports, and only he who beforehand is
acquainted with the plans and the orders given,
and who afterwards is kept up to date with the
reports as they come in—he only, I repeat, is
able to form an opinion or give an exhaustive
description of the events that take place. The
incidents that decide a battle are, as a matter
of fact, not generally known until after the
battle. The same applied to the effect of the
fire. When spectators on the Japanese side
speak of the excellent fire of the Japanese, and
when spectators on the Russian side laud the
accuracy of the Russian artillery, it is nothing
but futile talk. Only the result of the fight,
and the publication of the official account of
losses, furnish reliable data for a correct
opinion as to the quality of the firing one has
witnessed. He who is present when a cannon
is being fired, and who can see the projectile
explode at a distance of two and a half or
three miles, knows nothing about the damage
it may have wrought upon the

JAPAN'S SEIZURE OF LAND.

Reports that have arrived since writing above indicate that the damage to the crop while very serious, will not be so complete as at first feared. In many of the outlying districts something like half a crop may be harvested. — *Japan Chronicle*.

Attivale

Attivale

Toly. Nor. s.s. 741, I. Engor, 5th Oct.
Rajang 17th Sept. Timber. — rder.
Telintau, Ger. s.s. 1,002, C. Koch, 6th Oct.
Bangkok 27th Sept. Rice and Gen. — M.
Co.

Victoria, Ch. s.s. 934, J. F. Messer, 5th Oct.
Newchwang 24th Sept. and Cheloo 26th
Bulk Beans and Gen.—Order.

Yuenang, Br. s.s. 1,124, P. H. Rolfe, 9th
Oct.—Manila 6th Oct., Gen.—I. M.
Co.

Wilk. Ger. s.s. 2,900, H. Carstens, 25th Sept.
Moji 21st Sept. Coal.—I. & Co.

SATLINS, V. R. 1910.

BOOK RETURNS

ONG AND WHAMPO

nia. 18th September—*Brisingia*, Nordpol.
20th September—*Alcidex*, Formosa, Palma.
23rd September—*Ajux*, rina *Padrinch*,
Sydney. 27th September—*Telemachus*. 29th
September—*Rechuana*. 3rd October—*China*,
Actilia, Benwry, Himalaya, Idomenus. 5th
October—Japan. 6th October—*Prins Estel*.
Swedish.

Post Office.

Europe, etc., India, via *Latocorin*—*Per La*
Chusan, 21 Oct., 11 A.M.
 Singapore, Penang and Calcutta—*Per La*
rang, 24th Oct., 2 P.M.
 Tientsin—*Per Erang*, 24th Oct., 2 P.M.
 Shanghai, Nagasaki, Kobe, Yokohama
 Victoria and Vancouver, B.C.—*Per Athenla*
 1st Nov., 11 A.M.

**CHRISTMAS AND NEW YEAR PARCELS,
MAILS, HOMEWARD.**

On and after 15th July, 1903, the rate of postage on letters from Hongkong and British Postal Agencies in China to Australia will be at the rate for 4 cents for each ounce instead of 10 cents as at present.

Battiscombe, H. G. King, F.
Bell, E. W. Lieut. H. F. Kingcome, Mr. & Mrs.

Bingham, Mr. & Mrs. nurse and baby

Glover, C.		Schada, W.	
HIS BRITANNIC MAJESTY			
NAME.		CLASS.	

TONS.		GUNS		I.H.P.	

CHINA COAST METEOROLOGICAL REGISTER.

Swatow	9 a.m.	30.69	98	95		0	1	c	b
Canton	"	—	67	77	NN				
Hongkong	10 a.m.	30.03	79	58		1	2	b	b
Victoria Peak	"	—	—	—	RNE				
Gap Rock	"	—	—	—					
Macao	"	29.79	81	—	E	1		c	
Halphong	"	"	"	"	"	"	"	"	"
Nasila	"	29.68	82	70	WNW	1		c	c
Bacolod	9 a.m.	"	"	"	N	2		c	c
Hollo	"	29.85	82	—				c	c
Cebu	"	"	81	—		0		c	c
C. St. James	10 a.m.	"	"	"					

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity ...	despatch-vessel ...	1,700	4	3,000	Commander Harbord ...	Kobe
Andromeda ...	cruiser, 1st class ...	11,000	16	16,500	Captain R. Nelson Ommanney ...	Kobe
Arcton ...	torpedo boat destroyer ...	550	6	7,000	Lieut.-Commander R. H. Heaton ...	Kobe
Astraea ...	cruiser, 2nd class ...	4,360	10	7,000	Captain Lionel G. Tufnell ...	Kobe
Bonaventure ...	cruiser, 2nd class ...	4,360	10	7,000	Captain H. H. Torlesse ...	Kobe
Cadmus ...	sloop ...	1,070	6	1,400	Commander H. du C. Luard ...	Yangtze
Cerberus ...	water tank and tug ...	300	—	300		Hongkong
Clio ...	sloop ...	1,070	6	1,400	Commander H. D. Wilkin, p.s.o. ...	Yangtze
Dindem * ...	cruiser, 1st class ...	11,000	16	16,500	Captain E. W. Gregory ...	Kobe
Dee ...	torpedo boat destroyer ...	550	6	7,000	Lieut.-Commander H. E. Sullivan ...	Kobe
Erne ...	torpedo boat destroyer ...	550	6	7,000	Lieut.-Commander Bathar ...	Kobe
Eztrick ...	torpedo boat destroyer ...	550	6	7,000	Lieut.-Commander Lewin ...	Kobe
Exe ...	torpedo boat destroyer ...	550	6	7,000	Commander A. F. Everett ...	Kobe
Flora ...	cruiser, 2nd class ...	4,360	10	7,000	Lieut.-Commander Stevenson ...	Weihaiwei
Handy ...	torpedo boat destroyer ...	275	6	4,000	Captain H. Grant-Dalton ...	Singapore
Hart ...	torpedo boat destroyer ...	275	6	4,000	Lieut.-Commander H. B. Cox ...	Weihaiwei
Hecle ...	special service torpedo-v... ..	6,400	—	2,400	Lieut.-Comm under Richards... ..	Hongkong
Hogue ...	cruiser, 1st class ...	12,000	14	21,000	Captain E. F. B. Charlton ...	Weihaiwei
Ichen... ..	torpedo boat destroyer ...	550	6	7,000	Captain Shortland ...	Kobe
Janus ...	torpedo boat destroyer ...	280	6	1,900	Lieut.-Comm under C. Seymour ...	Kobe
Kinsaba ...	river gunboat ...	85	4	1,200	Lieut.-Comm under W. H. Darwall ...	Hongkong
Monrohen ...	river gunboat ...	180	2	800	Lieut.-Comm under E. V. F. R. Dugmore ...	Yangtze
Muter ...	torpedo boat destroyer ...	150	6	6,300	Lieut.-Comm under F. B. Noble ...	Hongkong
Ramblor ...	surveying-vessel ...	735	6	550	Lieut.-Commander J. Kiddle ...	Weihaiwei
Robins ...	river gunboat ...	85	2	240	Commander C. E. Monro ...	Surveying (Labuan)
Sandpiper ...	river gunboat ...	85	2	240	Lieut.-Commander Robert E. Vaughan ...	West River
Snake ...	river gunboat ...	85	2	240	Lieut.-Comm under H. T. Atlay ...	West River
Taku ...	torpedo boat destroyer ...	350	6	6,500	Lieut.-Commander J. T. S. Lys ...	Yangtze
Sutlej ...	cruiser, 1st class ...	12,000	14	21,000	In review ...	Hongkong
Tamar ...	receiving ship ...	4,600	6	—	Captain W. L. Grant ...	Kobe
Teal ...	river gunboat ...	180	2	800	Commodore H. P. Williams ...	Hongkong
Virago ...	torpedo boat destroyer ...	355	6	6,300	Lieut.-Commander E. Secretan ...	Yangtze
Waterwitch ...	surveying ship ...	620	4	450	Lieut.-Commander Gregory ...	Weihaiwei
Whiting ...	torpedo boat destroyer ...	160	6	5,900	Commander R. W. Glensie ...	Surveying (Swatow)
Widgeon ...	river gunboat ...	195	2	800	Lieut.-Commander C. E. L. Thomas ...	Weihaiwei
Woodcock ...	river gunboat ...	150	2	550	Lieut.-Comm under G. B. Spicer-Simon ...	Yangtze
Woodlark ...	river gunboat ...	150	2	550	Lieut.-Commander G. J. Todd ...	Yangtze
					Lieut.-Commander Jno. F. Knox ...	Yangtze

* Flag of Admiral Sir Gerard U. Noel, Commander-in-Chief.

FRENCH MEN-OF-WAR ON THE CHINA STATION.

NAME.	FLAG AND DESCRIPTION.	TONS.	GUNS.	H. P.	COMMANDING OFFICERS.	LAST REPORTED AT.
Achéron	armoured gunboat	1,796	10	1,700	Lieut. Ferret	Saigon
Argus	river gunboat	233	—	500	Lieut. Jeannel	Can-ton
Avalanche	river gunboat	140	5	150	—	Haiphong
Balonnette	river gunboat	—	—	150	—	Saigon
Caronade	river gunboat	—	—	150	—	Saigon
Casse-tête	river gunboat	140	5	150	—	Saigon
Comète	gunboat	525	4	438	—	Saigon
D'Assas	armoured cruiser	4,600	51	9,500	Lieut. Merveilleux du Vignaux	Gulf of Siam
Décidés	cruiser	6,415	10	12,000	Captain Allaire...	Baie d'Along
Dupetit-Thouars	armoured cruiser	3,083	14	5,500	Lieutenant L'Eost	Haiphong
Estoc	river gunboat	10,014	—	—	Commander Amet	Baie d'Along
Francisque	destroyer	303	—	—	—	Saigon
Fronda	destroyer	303	7	6,300	Lieut. Mère	Haiphong
Guichen	armoured cruiser	350	—	303	Lieut. Coloni	Haiphong
Gueydon	protected cruiser	—	—	—	—	Haiphong
Henri Rivière	river gunboat	9,376	7	20,300	Capt. Prat	Saigon
Jacquin	river gunboat	300	6	308	Capt. Ridois	Saigon
Javeline	destroyer	307	—	300	Lieut. Fortier	Haiphong
Kersalut	cruiser	1,150	7	2,200	Lieut. Corlouer	Haiphong
Laos	sub-marine	—	—	—	Commander Sagot-Duvalroux	Haiphong
Montcalm	armoured cruiser	9,700	12	19,600	Commander Simon	Saigon
Mousquet	destroyer	307	7	6,300	Armbruster	Saigon
Oly	river gunboat	—	—	—	—	Baie d'Along
Palao	gunboat	—	—	—	Lieut. Prat	Baie d'Along
Pistolet	destroyer	307	7	6,300	Lieut. Orellier	Chungking
Protée	sub-marine	—	—	—	Lieut. Lavissière	Tong-king
Redoutable	battleship, reserve	9,457	8	6,071	—	Baie d'Along
Rabre	destroyer	—	—	—	Lieut. Glorieux	Saigon
Surprise	armoured gunboat	1,796	10	1,700	Commodore C. F. M. Poldios	Saigon
Taklong	gunboat	630	3	900	Lieut. Lebail	Haiphong
Takong	river gunboat	—	—	—	Capt. Dupriet	Saigon
Takong	destroyer	850	6	—	Lieut. Roque	Baie d'Along
Vauban	battleship, reserve	6,150	25	4,150	—	Upper Yangtze
Vigilante	river gunboat	153	—	500	Capt. Terquem	Saigon
					Lieut. Brignon	Can-ton

* Flagship of Vice-Admiral Richard, Commander-in-Chief.

† Fleetship of Rear-Admiral de Figue de Ingulhas, Second-in-Command

